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1. Ships under repair at the Mathias Thesen Shipyard in Wismar included the KALININGRAD, which was expected to be undocked on 30 April 1953 and, subsequently, was scheduled to receive a boiler plant at the Warnemuende Shipyard; The VORONESH, which was scheduled to be repaired 76 percent by the end of 1953; the LENSOVIFT, which was scheduled to be drydocked at the Neptun Shipyard in Rostock from 17 May until 15 July 1953 and to be completed 92 percent by the end of 1953; and the MOSHAISKI, which was slated for shakedown runs on 20 April 1953, but needed further work on her turbines. Soviet icebreaker KRASIN, which had been expected to undergo repair in Wismar, had to go to Warnemuende as her draft was too heavy for Wismar.

2. Target dates for five 15-ton floating cranes announced by the management of the shippard included:

Number of Floating Crane	Date of Launch	Date of Completion
3	15 May 1953	15 July 1953
2	30 May 1953	30 July 1953
3	15 June 1953	15 August 1953
4	15 July 1953	15 September 1953
5	15 August 1953	15 October 1953

Target dates for another five 15-ton floating cranes scheduled to be delivered by the Wismar Shipyard to the USSR in a special way called Knotenversand and involving the shipping in boxes to the USSR of all components required for the construction of these cranes included 15 April, 15 May, 15 May, 15 September and 15 October 1953. The pontoons for these floating cranes were to be built by the Wismar Shipyard while components of the cranes were to be constructed by the Transmasch Bleichert Firm in Leipzig. Electrical equipment was to be installed by the building office in Wismar of the VEB Schiffselektrik in Rostock.

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- 3. The target date for the launch of the first of the river passenger ships under construction at the Mathies Thesen Shippard was 31 July 1953. The ship was lying on a longitudinal slip and, therefore, could not safely carry the weight of her mechanical and electrical components until she had been launched. Calculations made in April 1953 showed that the first ship exceeded her scheduled weight by 90 tons. As only 50 percent of the rolled material needed for the second ship had been received on 23 April and as only 6 percent of the material needed for the third ship was available on that date, work on these two vessels had come to a standstill.
- 4. Firms which supplied the Mathias Thesen Shippard in Wismar included:

The VFM Spezialwerk fuer Galvanotechnik (GTL) at 76, Torgauer Strasse, Leipzig 05; the Elektromotorenwerk on Friesen Strasse, Dessau, Anhalt; the Finsterwalder Maschinen GmbH, Finsterwalde; the Elektromotorenwerk in Gruenhain, Saxony; the VEM Elbtalwerk in Heidenau, Saxony; and the Elektromotorenwerk in Hartha, Saxony, which supplied direct current machinery. Fotating current machinery was supplied by the Elektromotorenwerk Werningerode in Wernigerode, Harz Mts, and the Elektromotorenwerk Gera in Gera, Thuringia. Starting devices were supplied by the IXA Elektroschaltgeraete at 5 Franz Lehmann Strasse, Dresden; IKA Elektroschaltgeraete at 6-8 Karl Marx Strasse, Grimma, Saxony; and IKA Elektroschaltgeraete at 110 b Strasse der Freundschaft, Oppach. Panel equipment came from the Elektro-Apparate Werke on Hoffmann Strasse in Treptow and the IKA Annaberg at 5 Schiessbau Strasse, Annaberg, Erzgebirge. Installation firms included the IKA Oberweimar at 5-7 Steinbruecken Weg, Oberweimar, Thuringia; the IKA Oberlind at 34 Gruben Strasse, Sonneberg-Oberlind; the IKA Soernewitz at 22 Koehler Strasse, Soernewitz, Meissen; the IKA Altenburg at 1 Karl Liebknecht Strasse, Altenburg, Thuringia; the IKA Leuchtenbau (searchlights) at 43 Franz Flemming Strasse, Leipzig W 35; the IKA Schiffsarmaturen und Leuchtenbau at 5 Schmidt Strasse, Finow, Park; and the IXA Eisenach, at 47 Heinrich Strasse, Eisenach. Cable plants included the IKA Plauen at 122 Rudolf Breitscheid Strasse, Plauen, Vogtland; the IKA Meissen, at 42 Niederauer Strasse, Keissen; the IKA Schoenow, Schoenow, Bernau; the IKA Vacha, Rhoen; and the Kabelwerk Oberspree at 76-77 Wilhelminenhof Strasse, Berlin, Oberschoeneweide. Other supplying firms were the AFC Akkumulatorenwerk at 68-69 Wilhelminenhof Strasse, Berlin-Oberschoeneweide; the Pressler, Glimmlampenfabrik at 69 Eerliner Strasse, Leipzig 0; the Mechanik Gaselan (former Pintsch Firm) on Andreas Strasse, Berlin 0 17; the Grubenlampenwerke Zwickau, Saxony; the Oskar-Heine Werk on 29 Schlueter Strasse, Dresden-N 21; Katzcla; Trafofabrik in Mittweida, Saxony; the SAG Transmasch, Armaturenwerk Karl Marx, Magdeburg-Buckau; and the RFT Cluehlampenwork at 20-23 Rother Strasse, Berlin 0 17.

Comment. Information on vessels under construction or repair at the Wishar Shipyard was previously submitted.

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